




## Pacific Southwest Region



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## Ride On!



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## National Trail System Act 50<sup>th</sup> Anniversary



Discover. Connect. Explore.  
#FindYourTrail  
[www.trails50.org](http://www.trails50.org)

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## Trails Stewardship Act



- Public Law 114-245
- 114<sup>th</sup> Congress
- Signed into Law on November 28, 2016

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### NFS Trails Stewardship Act

## An Act...

- To direct the Secretary of Agriculture to publish in the Federal Register a strategy to significantly increase the role of volunteers and partners in National Forest System trail maintenance and for other purposes.



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### National Trail Strategy

## A Need for Change



### Shifting to a Model of Shared Stewardship

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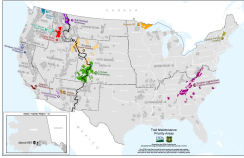


### NFS Trails Stewardship Act

## Trail Maintenance Priority Areas

**15 Priority Areas:** Announced by Secretary Perdue, Feb. 2018

1. Bob Marshall Wilderness Complex & Adjacent Lands Central Idaho Wilderness Complex
2. Methow Valley Ranger District
3. Hells Canyon National Recreation Area/Eagle Cap Wilderness
4. Central Idaho Wilderness Complex
5. Continental Divide National Scenic Trail
6. Wyoming 'Forest Gateway Communities'
7. N. California Wilderness Areas: Marble Mountain & Trinity Alps
8. Angeles National Forest
9. Greater Prescott Trail System
10. Sedona Red Rock Ranger District Trail System
11. Colorado Fourteeners
12. Superior National Forest Trails
13. White Mountain National Forest Partner Complex
14. Southern Appalachians Capacity Enhancement Model
15. Iditarod National Historic Trail 'Southern Trek'



[www.fs.fed.us/trails](http://www.fs.fed.us/trails)

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### Motorized Mixed Use



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### What is it Motorized Mixed Use?

- Motorized mixed use (MMU) is designation of a National Forest System road for use by both highway-legal and non-highway-legal motor vehicles
- National Forest System road is a forest road other than a road which has been authorized by a legally documented right-of-way held by a State, county, or other local public road authority.



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## How do we allow MMU on Forest System Roads?

- Some type of analysis is done on ALL Forest Service System Roads regardless of the surface type or maintenance level
- Designating NFS roads open for motorized mixed use involves safety and engineering analysis




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## How do we allow MMU on Forest System Roads?

- Qualified engineers conduct analysis to identify risks
- The analysis will be the exercise of engineering judgment or, if the issues are more complex, an engineering report.
- Mitigation measures can be used to reduce the risk associated with designating the road for motorized mixed use.




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## Analysis Factors

### Crash Probability

- History of crashes or near misses
- Traffic volume
- Average speeds
- Will drivers encounter unexpected conditions
- Is the road way consistent (surface, grade...)
- Will non-highway-legal be operated at night
- Visibility and sight distances
- Are drivers required to be licensed or certified.




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## Analysis Factors

### Crash Severity

- Low where crashes will have minor consequence (only minor property damage)
- High where there is a likelihood of major property damage, critical injury, or fatality
  - How steep are the side slopes?
  - How fast do people typically go?




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## Analysis Factors

### Crash Mitigation

- Separate Use
  - Designations by class of vehicle and time of year to separate traffic by the day of week, or time of day
- Signing
  - Share The Road
- Information and Communication
  - Community outreach
- Road Maintenance or Reconstruction
  - Improve site distance
- Restrictions and Enforcement
  - Speed Limits




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## OHV Use Can Be Allowed

- The Forest Service can allow MMU on a highway (ML 3-5 roads) if
  - It is determined it is safe to do so following an engineering analysis
  - NEPA analysis to allow the use is completed
- Under the CVC 38026 if it is found that the highway is designed and constructed so as to safely permit the use of regular vehicular traffic and also the driving of off-highway motor vehicles on that highway, the FS may designate that highway, or a portion of a highway, for motorized mixed use consistent with the state's combined use requirements



So What is the Problem???

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## What is a Highway

- CVC 38001, the term "highway" does not include fire trails, logging roads, service roads regardless of surface composition, or other roughly graded trails and roads upon which vehicular travel by the public is permitted
- Under 23 CFR 645.207 Highway is defined as any public way for vehicular travel, including the entire area within the right-of-way and related facilities constructed or improved in whole or in part with Federal-aid or direct Federal highway funds.
  - Forest Service Passenger Car System (Maintenance Level 3-5) roads are open to public traffic and are partially funded by Federal Highway Funds and are therefore considered a Highway.




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## What do we want? Common Understanding

- The FS does not have a ban all OHV travel across on any road classified as ML3 and above, regardless of composition or remote location
- The Forest Service can allow MMU on a highway (ML 3-5 roads) under FS jurisdiction if it is determined it is safe to do so and appropriate NEPA has been conducted
- The Forest Service understands that the intent of combined use analysis under the CVC was for a road that met the definition of a highway under CVC




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## What do we want? A Way Forward

- Developing a MOU that would reduce the number of roads that we would send to CHP
  - Criteria may include:
    - Average Daily Traffic (ADT)
    - Surface Type
    - Average Speed
    - What roads meet the 3 mile threshold
- Working together with State Parks OHV to see how we may be able to get State Park engineers qualified to help the Forest Service Engineers with MMU Analysis




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## Over Snow Vehicle Travel Management




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## Travel Management



Motor Vehicle Use Maps show where roads, trails and areas designated for motorized use by:  
Types of vehicles  
Open Season of use

Maps are reviewed annually and updated as needed.

Updating maps includes incorporating prior decisions and correcting errors.

Does NOT include travel management planning to make new decisions that would change motorized access.

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## Travel Management Planning



Key Concepts for Implementing the Minimization Criteria



36 CFR §212.55(b)(1)-(4)

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## OSV Travel Management



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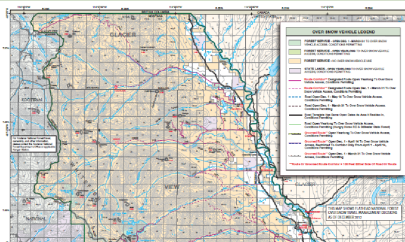
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## Over Snow Vehicle Use Map



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